The President Drives in an Open Carriage Along the Line and Is Loudly Cheered The Veterans March Over the Route Which 300,000 of Their Comrades Took in the Grand Review 37 Years Ago

WASHINGTON, Oct. 8 .- Twenty-five thousand Union veterans, many of them tottering beneath the weight of years, marched along Pennsylvania avenue to-day, following the route over which 300,000 of their comrades marched in the grand review of thirty-seven years ago, that marked the close of the great civil struggle. There never was a parade in Washington, which is a city of military spectacles, that had more of interest or pathos in it. It was a sight worth seeing, that orderly moving throng of gray-haired men passing again in their old age along the historic thoroughfare which resounded in the stirring days of '61 with the steadier fall of their youthful feet. And for nearly seven long hours the stream of grizzled old fellows continued, while tens of thousands of spectators that filled stands and windows and streets encouraged them with cheers that were full of cordiality and enthusiasm.

This parade was the great event of the thirty-seventh annual National Encampment of the Grand Army of the Republic, which began here on Monday and will last the entire week. The capital has been packed with visitors since Sunday, and never before, except on an inauguration day, has there been such crowds of people gathered along Pennsylvania avenue to witness a procession as there was to-day. The weather was perfect, ideal October weather, with just enough warmth of the sun to take the chill out of the atmos-It was out-of-doors weather and everybody was happy and full of spirits. And to add to the pleasure of the occasion, the veterans who marched and the people who gathered to see them all had a chance to get a good look at President Roosevelt, who came out of doors for the first time since he returned here from Indianapolis to recuperate after the operation on his injured leg. The President got a tremendous greeting-in fact, he had the most enthusiastic reception that he has ever received in Washington CRIPPLED VETERANS IN LINE

The pluck of some of the old boys who participated in the parade was remarkable. Men of 70, with wooden legs, pegged along sturdily with their comrades over the entire line of the march, but they found plenty of encouragement in the shouts of approval from the people in the crowds. Some walked on crutches and others were wheeled along in chairs. Whenever the people saw one of those crippled veterans a cheer was sure to go up. Many of the marchers were very feeble, and sometimes the entire membership of a post appeared to be composed of men who were not strong enough to walk any great distance. Taking it altogether, it was a procession that had more of pathetic interest in it than of military display, and left a feeling of sadness among those who saw it pass.

The parade was confined almost exclusively to members of the Grand Army. No military bodies that were not included in that organization or affiliated with it were in line. Nearly every Northern and Western State was represented, and there were posts, also, from all the Territories and from Southern States. Nearly seven hours was consumed by the procession in passing a given point, but the veterans were not kept marching all that time. It took each organization only little more than an hour to pass over the line of march. The central point of the parade was the reviewing stand in front of the White House, erected on the site of the platform from which Sherman and other noted Generals reviewed their soldiers in the three days' procession of war veterans in May, 1865. Col. A. Noel Blakeman was the Grand Marshal.

GREAT CROWD AT THE REVIEW ING STAND. The beginning of the march was set for 10 o'clock, but it was more than an hour later before the head of the procession got to the reviewing stand in front of the White House. A tremendous crowd was gathered there. The stand itself was filled with well-known men and a host of other persons who had been fortunate enough to obtain tickets of admission. Opposite the reviewing stand were two other bigger covered structures lining the south side of Lafavette Square, and these, with still another one across the street from the Treasury Depart ment, were packed from top to bottom. But all the persons on the stands were a small minority to the thousands who lined the sidewalks of that part of Pennsylvania avenue upon which the White House, the Treasury Department and the State, War and Navy buildings are situated. They were lined up ten deep on both sides of the street, except in a little cleared space in front of the reviewing stand. It was practically the same along the route of the procession, which exten-ded from the Peace Monument, at the west side of the Capitol grounds, up Pennsylva-nia avenue to Fifteenth street, up Fifteenth street past the Treasury Department to Pennsylvania avenue again and then past the White House to Seventeenth street, where the parade turned south into the White Lot, where Camp Roosevelt is located. It was not a long march, for the managers had been careful not to make it too hard veterans, very few of them under

Just after 11 o'clock Gen. Torrance of innesota, the Commander-in-Chief of Minnesota, the Commander-in-Chief of the Grand Army, rode up to the reviewing stand, accompanied by his staff. He was greeted with cheers and handelapping. In a little reserved place in front were those specially invited to the review. those specially invited to the review. Secretary Hay was there as the representative of the President, and with him were Secretary Root, Post naster-General Payne, Secretary Moody, Secretary Hitchcock and Secretary Wison. Several members of the Diplomatic Corps were there also. The most conspicuous of the diplomatic contingent were Minister Wu Tingfang and Mme. Wu, attired in Chinese gala dress. They got a hearty round of handelapping which pleased them greatly. Gen. Longstreet, the great Confederate handelapping which pleased them greatly.

Gen. Longstreet, the great Confederate leader, was one of the most interesting and conspicuous of those in the reserved space. Gen. Daniel Sickles was another. On his head was a little golf cap. Gen. Sickles, who lost his leg at Gettysburg, hobbled on crutches up the middle of Pennsylvania avenue just before the parade began and got plenty of cheers, to which he responded by lifting the golf cap. Others on the stand were Gen. O. O. Howard, Gen. Carrington, Gen. Ethan Allan, and Rear Admiral Watson. Gen. William R. Shafter stood on the pavement in front of the stand until the California contingent appeared and then he feil in line with it. appeared and then he fell in line with it.

A detachment of mounted police under
Major Richard Sylvester, the Chief of
the District of Columbia force, led the
parade, and right behind came a drum and fife corps made up of members of the Na-tional Association of Civil War Musicians. Two of the fifers were cripples and were wheeled in chairs. They were cheered loudly and felt so good over the hearty feeling displayed by the crowd that they

their instruments with increased The old fellows were playing ," and this got more cheers from the THE PRESIDENT GREETED WITH CHEERS.

avenue to the west of the reviewing stand, and in a minute President Roosevelt's carriage hove in sight. In it were the President, Secretary Cortelyou and Col. Bingham of the Army. As the people on the stand and street recognized the President, they set up a great round of cheering and handclapping, and there was much waving of flags and handker-chiefs. The carriage was driven slowly down the avenue toward the stand and the driver drew the horses up in the shade just to the left of where Commander-in-Chief Torrance stood. Gen. Torrance went down to the pavement to shake hands down to the pavement to shake hands with the President, and at this time cheers. which had not entirely ceased, were started p with renewed vigor. The parade had seen halted when the President appeared. and the veteran drummers in the lead

and the veteran drummers in the lead beat three rolls as a salute. President Rooseveit told Gen. Torrance that he thought he'd stay there a while before starting to drive down Pennsylvania avenue along the line of parade. So Gen. Torrance went back to the stand and gave orders for the procession to move on. The President remained only a few minutes, however. He was driven along the route of the procession to the Peace Monument. and then came back the same way, so that everybody had a chance to see him. He was heartily cheered for the entire time It took less than an hour to make the trip nd the carriage was back at the White

VETERANS FROM THE WEST. The citizens of Washington who had charge of the arrangements for the encampment followed right after the veterans band. They were on horseback and looked well. Then part of the United States Marine Band came along, and hearing that the President was out to see the procession, struck up "Hail to the Chief. The crowd cheered the band and set up another cheer, when a Minneapolis post, the members wearing black frock coats and white alpine hats, came along after it. The First Regi. of the arrangements for the encamphats, came along after it. The First Regi-ment, Sons of Veterans reserves, of Reading, Pa., dressed like regulars and armed with rifles, made a fine showing. The Illiis contingent, and it was a big one, came xt. Plenty of Elinois people were on the reviewing stand and they just went wild. They called individual veterans by name and the veterans responded, by

ifting their hats or waving their canes.

Another halt occurred while the leading Illinois contingent, the U.S. Grant Post of Chicago, nearly 1,200 strong, was in front of the reviewing stand. One of the enthusiastic members called for three cheers for the President of the United States and a great roar went up. Then he wanted cheers and got them, for Commander-in-Chief Torrance, and finally for Mrs. John A ogan, who was right beside him.

GEN. FLACK HEADS THE ILLINOISANS. Gen. John C. Black, formerly Commis-sioner of Pensions, and Member of Congress was in the front of the Illinoisians, mounted on a fine horse. He was cheered, too. So was the one-armed drum major of a band from Rockford, Ill. Most of the members of posts from the country dis-tricts of that State did not wear uniforms, ut those from Chicago made up for this eficiency by their attractive dress. Wisconsin came after Illinois. In the very

front of its vanguard was a gray-haired old fellow dressed in the regulation uniform of a sailor, belonging to Eagle Post of Eau Claire, who attracted attention by his sprightly antics. He kissed his hand to the people on the reviewing stand and danced around like the nimble man he must have been forty years ago.

There was one woman with the Eau Claire Post that marched in the ranks with the men. She was the forerunner of many other marchers of her sex. The Ohio country posts were particularly noticeable on account of the number of women, mostly elderly, with them. They kept step with the men and did not look tired in the least. THE PENNSYLVANIA CONTINGENT.

A band composed of soldiers' orphans rom the Pennsylvania Industrial School led the big contingent from their State. These boys got a demonstration all along These boys got a demonstration all along the line. The cheers for them had hardly ceased when the crowd caught sight of a score or more of tattered old battle flags carried by Meade Post of Philadelphia. Then a tremendous shout went up. After that every battle flag was saluted with hearty applause. The Gen. U. S. Grant Guard of Philadelphia, carrying rifles, and Greble Post of Philadelphia had more tattered battle flags, and the people on the reviewing stand, who had been growng more and more enthusiastic over these emblems of the great civil strife, rose up in their places and cheered like mad. Many of the Pennsylvanians were members of the Pennsylvanians were members of of the Pennsylvanians were members of the old Bucktail Legion, and they wore the hairy insignias of their organization in their hats. "The Frosty Sons of Thun-der," a veteran organization of Somerset county, Pa., most of them with flowing gray beards, were cheered with vigor. Ohio made a great showing. There must have been plenty of people from that State among the spectators, for when the word was passed that the Buckeve veterans was passed that the Buckeye veterans was passed that the Buckeye veterans were coming, wild enthusiasm was dis-played everywhere. A band composed of young women from Waterloo, Ind., led one of the Ohio posts and made a great hit

with the people on the streets. LAFAYETTE POST OF NEW YORK. Lafayette Post of New York was the est looking organization in the entire parade. It was led by a detachment of veteran Zouaves in their picturesque uni-form. The men of Lafayette wore white duck trousers, neat blue blouses and blue caps with low visors. They not only looked caps with low visors. They not only looked neat and prosperous, but marched splen-didly. A section of the United States Marine Band, in their conspicuous red coats, led them. Wilkinson Post No. 9 of Buffalo, which followed Lafavette Post made a good appearance. Some of the posts from up-State were out in force. Broome county and Herkimer county big contingents. Rankin Post No. 10

Brooklyn, with a band in the uniform of the West Point cadets, and a big drum major, we well liked by the crowd. OTHER STATES REPRESENTED. Following New York in the order named Following New York in the order named came posts from Connecticut, Massachusetts, New Jersey, Maine, California, Nevada, Rhode Island, New Hampshire, Vermont, Virginia, North Carolina, Maryland, Nebraska, Michigan, Iowa, Indiana, Colorado, Wyoming, Kansas, Delaware, Minnesota, Missouri, Oregon, Kentucky, West Virginia, South Dakota, Washington, Alaska, Arkansas, New Mexico, Utah, Tennessee, Louisiana, Mississippi, Florida, Montana, Texas, Idaho, Arizona, Georgia. Montana, Texas, Idaho, Arizona, Georgia, Alabama, North Dakota, Oklahoma and Indian Territory. The Department of the Potomac, which embraces the District of Columbia and Washington City, brought or common and washington city, brought up the rear. Some of the posts from the South and far West had only a handful men. Kansas made a big showing. Its veterans carried sunflower umbrellas and every one of them had a sunflower on his breast. The umbrellas were decorated with his server of corn and other products of big ears of corn and other products of Kansas. Iowa, Indiana, Massachusetts and New Jersey had good-sized contingents. Gen. Russell A. Alger led the Michigan Department. One of the Iowa posts had a ort of college yell which it used with effect

at every opportunity.

As a detachment of the New Hampshire delegation was passing the reviewing stand, a veteran in blue, with one of the flowing red ties worn by the men who fol lowed the dashing Custer, dropped out of line and took his station in front of Gen of line and took his station in front of Gen. Torrance. Raising the trumpet to his lips he sounded the "charge," and then in a brief speech to the occupants of the stand, explained that he had been Gen. Custer's bugler and wanted to say a few words in praise of his old commander, which he did amid applause.

A feature of the parade was the great number of bands in line, there being prob-ably fifty, from the fife and drum corps, made up of about a dozen members of the National Association of Civil War Musicians, to the United States Marine Band of nearly a hundred pieces. It was remarked, as they went by the reviewing stand, that the familiar and popular strains of "Marching Through Georgia" were seldom heard. It was learned later that this was the re-It was learned later that this was the result of an intimation to the several hand leaders that "Marching Through Georgia" has been overworked on previous occasions. As a consequence only three bands played the air commemorating Sherman's famous march to the sea as they passed the reviewing officer. One band from Massachusetts played "Maryland My Maryland" while Just then there was cheering up the another from Maryland, My Maryland, "while to-morrow?

Just then there was cheering up the another from Maryland played "Yankee to register.

Doodle." The selection which more than

which was heard frequently.

The survivors of the "Bloody Ninth"
New York, in their zouave suits, attracted much attention, particularly among those familiar with the splendid war record of the regiment. The detachment carried a large number of shot-torn Union emblems and captured Confederate battle flags. SAN FRANCISCO S BID FOR THE NEXT

ENCAMPMENT. ENCAMPMENT.

The California veterans are making a strong fight to secure the holding of the thirty-seventh annual encampment in San Francisco next year. California's principal card is a letter from the Transcontinental Passenger Association, promising that, in the event of San Francisco's selection, a special rate of \$50 for the round trip from Chicago to San Francisco will be made, being less than a cent a mile for made, being less than a cent a mile for the distance. Saratoga is San Francisco's chief opponent in the contest. Atlantic City was boomed for a while, but later withdrew. Louisville and Pittsburg are also being urged, but the contest is under-stood to be between San Francisco and

Saratoga. to Commander-in-Chief Torrance will be some active campaigning is being carried on by the friends of the four candidates, Col. John McElroy, Senior Vice Commander of the G. A. R. post commander of the department of Potomac and editor of the veteran's paper, The National Tribune; Gen. Daniel E. Sickles of New York, Gen. John C. Black of Illinois and Gen. Thomas J. Stewart of Pennsylvania, now Adjutant General of the Ponnsylvania, National General of the Pennsylvania National Guard. Gen. Black served as Commis-sioner of Pensions in President Cleveland's The other three candidates are Republicans.

GEN. BLACKMAR THROWN FROM HIS HORSE Gen. Wilmon W. B. Blackmar, department commander of Massachussetts, who was to head the delegation from that State in the parade, was thrown from his horse as the parade was forming, and was re-moved to the hotel. His mount was a spirited one and in misbehaving over a nearby locomotive the girth of the saddle hearby locomotive the girth of the saude broke, throwing the commander heavily to the payement. He was picked up unonscious and thought to be dangerously but the injuries on his head were found afterward to be nothing more serious than bruises. He also received painful injuries of the back and shoulders.

A horse attached to a light on one of the streets leading into Pennsyl on one of the streets leading into Pennsylvania avenue became frightened at the sudden striking up of one of the bands in the parade and dashed wildly into the procession. At Thirteenth street it ran into procession. At Thirteenth street it ran into a line of New Hampshire veterans, knock-ing down six or eight of them. Martin Young and Wright Whitcomb sustained broken ankles and three others were se-verely cut and bruised. They were all removed to the G. A. R. temporary hospital.

GOV. BLISS ALSO THROWN FROM HIS HORSE. Gov. Bliss of Michigan was thrown from Michigan contingent was rounding Washnigton circle this afternoon. He was picked up bruised and bloody and after being treated at the G. A. R. hospital, was sent to his room at the Ebbitt House. He was unable to leave his bed this evening, but serious results are not looked for.

BRAGG TO LEAVE CUBA.

Consul-General Transferred From Havana to Hong Kong.

WASHINGTON, Oct. 8 .- Gen. Edward S Bragg, now United States Consul-General at Havana, has been transferred to the Consulate General at Hong Kong, and William A. Rublee, who fills the latter office, has been transferred to Havana in Gen. Bragg's place. These changes probably grew out of the publication of a letter, written by Gen. Bragg to his wife, in which he referred to the Cubans in rather un-complimentary terms, and which practically put an end to his usefulness at the Cuban capital.

ITALIAN KILLS BLACKMAILER. Canello Tried to Extort \$5 From a Cou

tryman and Is Shot Six Times There was a typical Italian murder at clock vesterday morning in Hamilton the heart of the Italian colony. Salvator Vincenzo, 40 years old, of 40 President street was the perpetrator, and his victim was Vincenzo Capello, 23 years old.

Vincenzo was on his way to the Morse Iron Works in South Brooklyn, where he was employed as a boss rigger, when he met Canello in front of Jamison's saloon at 63 Hamilton avenue. The two men stopped and had only exchanged a few words when Vincenzo whipped out his revolver and started a fusillade. The first shot took effect in Canello's left breast and as the wounded man swung around and ran toward the saloon Vincenzo fired twice in rapid succession, both bullets en-

tering the fleeing man's back. Reeling into the saloon, Canello fell in front of the bar. Vincenzo, who had pursued him into the saloon, stood over the prostrate man and fired the three remain-ing bullets in the weapon into his body. Vincenzo coelly stepped up to the bar and,

laying down the revolver, remarked:

"Yes, I killed the man. I did a good job and I ought to have a medal for it. This is the first time I have been in trouble in my life, but I have no regret for this act. asked me for \$5 and said that if I did not give it to him he would shoot me. did not use the revolver until he tried to his weapon.

Just as Vincenzo was leaving the saloon Roundsman Hayes and Patrolman Erwin of the Hamilton avenue station came up and arrested him

Canello was a Milanese, and since his arrival in this country three or four years ago had been peddling bananas. The police say that he was at the head of bad gang of Italians, who are in the habit of ting money by intimidating their coun men. Vincenzo has a good reputation He has been employed for several years in the Morse works, and earned \$25 a week.

STANDARD OIL'S ACQUISITION. Gets Control of 2.500,000 Acres in the

Kentucky Oil Fields. BAFBOURVILLE, Ky., Oct. 8. -It is estimated now that the Standard Oil Company has obtained at least 2,000,000 acres throughout the Kentucky oil fields, and has also begun the construction of a pipe line which will cost at least \$1,000,000. The Standard has also acquired 75,000 acres within twentyfive miles of the Cloyds Landing well in Cumberland county. It is also leasing in Clinton, Adair, Monroe, Allen and Cumberland counties and all along the same line into Tennessee. It is estimated that the company has 500,000 acres in these counties.

Two Electric Cars Afire.

A southbound Sixth avenue electric car caught fire at Fifty-ninth street vesterday afternoon, the floor blazed up, the passengers fied and the firemen came.

Later in the evening a Third avenue surface car blazed up at Thirty-third street. The passengers got off, the blaze disappeared, the passengers returned, the car started, and the fire came through the floor again. This time the firemen were

2.415 Students in Cornell University. ITHACA, N. Y., Oct. 8.—The total number of students in Cornell University, as announced to-day from President Schur-man's office, is 2,415. These figures do not include 600 students in the Medical Col-

Better Enroll When You Register. Are you going to enroll when you register to-morrow? For, of course, you're going

THEODORE B. STARR

Diamond Merchant, Jeweler and Silversmith,

MADISON SQUARE WEST Between 25th and 26th Streets.

Established 1862. 15 years on John St. as Starr & Marcus 25 years as above. No connection with any other house

in this line of business.

RIOTING STOPS CAR TRAFFIC.

SOLDIERS CALLED FOR BY NEW ORLEANS AUTHORITIES.

even Men Severely Wounded, Including Two Policemen Mob of 2,000 Batters the Cars and the Police Shoot-Not known if Any Rioters Were Hurt.

NEW ORLEANS, Oct. 8 .- The attempt of the New Orleans Railway Company to operate its street cars this morning was accomplished by so much rioting and bloodshed that it was decided on the advice of the Mayor, not to run more cars until the militia were ordered out. It is expected that this will be done to-morrow and that the non-union men will have

When the cars were run out of the Canal street barn this morning they were rushed by a mob of 2,000 strikers and sympathizers. The cars were battered with bricks and stones, and after nearly all the occupants had been hit, the police opened fire on the mob. The latter spread out, but did not scatter. Several of the strikers returned the fire. The cars in the meantime were thrown from the track by obtructions placed in their way.

It was found after the mounted police had scattered the mob that seven of the men in the first car were injured. Police Officer Hatter was shot in the head and wounded dangerously. Police Officer Schlessenger was wounded in the neck. M. L. Kennedy, Charles Ferguson, Alfred Clark and Peter Johnson, all men who were brought here from Chicago yesterday to operate cars, were shot and beaten, and Alfred Derbes, a broker, was shot through the legs.

The strikers made no report of wounded, although several of them were thought to be hurt. One of the police officers, E. Conomidos, a Greek, became so excited by the rioting that he attempted to commit suicide and had to be confined. A large

number of arrests have been made. In taking some of the prisoners to prison in a patrol wagon it was overturned and all the persons in it, including four policemen and a reporter, were injured.

Last night G. R. Applegren of Norfolk, Va., was found lying on Bionville street, and died a short time afterward at the Charity Hospital. The doctors attribute the death to kidney trouble, but Applegren's friends say that he was beaten by the street car strikers at the Canal street barn yesterday, being mistaken for a non-

union man.

On an appeal from Mayor Capedvielle
Gov. Heard to-night ordered Gen. John
Glynn. commanding the First Louisana
brigade, to report to the Mayor at once.
At a conference held it was decided to call
out the militia in the morning. Members
of the militia were notified of the call and assembled at their several armories. It was announced that the soldiers would protect the non-union men in their efforts to start the cars running. One company of militia, the Ewing

Guards, resigned in a body by telegraph to the Governor, saying that they would not turn out to shoot their fathers and brothers. It is thought that the Governor will have to order the militia here from the country parishes, as many of the citize soldiery strongly sympathize with the strikers and cannot be depended on, or that the Committee of Public Safety will organize a citizens' militia or posse. The committee is well provided with arms and ammunition and can arm 1,500 men. At the mass meeting held to-night under the auspices of the Trades' Assembly, con-sisting of the various trades unions, 6,000 men were present, and the general senti-ment was pronounced in favor of resisting the militia.

INJUNCTION PREVENTS STRIKE. Member of the Union Concerned Went to

Court-No Meeting Held, NEW ORLEANS, Oct. 8.-The teamsters and loaders who were to have struck today were prevented from doing so by an injunction which prohibited them from holding a meeting. The injunction was not got out by the employers, but by one of the members of the union, I. I. Brown, who says he was elected president of the union but deprived of the place by con-spiracy. He asked for an injunction, which was granted, prohibiting the officers of the union from holding any meeting. This prevented the strike, which would en verv troublesome just of the large number of strikes already

FOR TRYING TO ESCAPE!

Ten Days in a Dark Cell, 34 Days' Solitary

Confinement, Jall Sentence Doubled. William Murphy of 88 Hester stree tried to escape from Blackwell's Island last June while there in default of \$500 bail for disorderly conduct. He got out of the workhouse dormitory, but was found hiding behind a pile of stores.

They put Murphy in a dark cell for ten days on a bread-and-water diet. After that he spent thirty-four days in solitary confinement. His term was up on Oct.

1. Yesterday he was resentenced by Justice
Mayer in Special Sessions, who said "the
discipline of such institutions must be
maintained."

There were no important changes in the weather conditions yesterday. It remained fair over all he country, save that a few sprinkles of rain were reported in the Lake regions. The high-pressure centre moved from the Cer

which means warmer weather for this section fo the next two days at least. The pressure showed a slight fall in the upper Lake section, but there was no indication of a storm. The temperature changes were slight, and it re-mained about normal in all districts. Light frost was reported around the lower Lakes.

In this city the day was clear and slightly cooler: wind, fresh to brisk west to northwest; average humidity, 53 per cent.; barometer, corrected to real sea level, at 8 A. M., 30.06: 3 P. M., 30.00. The temperature yesterday, as recorded by the official thermometer, and also by THE SUN'S ther-

WASHINGTON FORECAST FOR TO DAY AND TO MORIOW. For eastern New York, the District of Columbia Maryland, Delaware, Virginia, eastern Pennsylvania and New Jersey, fair to day and to morrow; eariable winds.

For New England, fair in south, showers in north portions to day; fair to morrow, cooler in east porion: fresh winds, mostly west. west portion; fair to-morrow; fresh to brisk west DEATH IN REAR-END CRASH.

ENGINEER RAN PAST THE AUTO-MATIC DANGER SIGNALS.

At Least, That Is What a Trainmaster of the Pennsylvania Railroad Says One Killed and Seventeen Injured-Pullman Cars Converted Into Hospitals.

collision, which killed one man and in jured seventeen other persons, occurred on the Pennsylvania Railroad at the Menlo Park station at 9:45 o'clock this morning. Everybody except Joseph Killey, engineer of train 76, which did the smashing, says that the accident was caused by Killey's running past the automatic danger signals, which were supposed to have been set to warn him of a train ahead. Killey says that the signals were not set. They were certainly in good working order before th accident and were in good order after the accident. Killey has been laid off indefinitely pending investigation. He was not arrested.

Through train 6, from the West, was three hours late passing through Menlo Park, where it would ordinarily make no stop. One of the brakemen on the train was responsible for the statement that it had been late ever since it left Chicago and had been held up by two wrecks. He called it a "blamed old hoodoo train." The passenger who thus reported the brakeman said that he used this language before the train reached Menlo Park, which would indicate that the brakeman was something of a prophet.

The Chicago train stopped at Menlo Park and the crew became busy around the trucks of one of the cars. The passengers understood that there was a hot box. Trainmaster Waite of the Pennsylvania says that the delay was not caused by a hot box Asked what did cause it he said: "Any one of a dozen things might have caused it Anyway, 6 stopped at the Menlo Park station and many of the passengers got out and walked up and down the station platform to stretch themselves. Maybe that

is why more of them were not killed. Behind 6 was 76, a two-hour train from Philadelphia to New York, which was running on time. It left Philadelphia at 8:20 o'clock. It had been keeping close the delayed Chicago train all the way from Philadelphia without getting behind time Philadelphia without getting behind time itself. There were two sets of signals arranged to warn Killey, the engineer of 76, against the danger of running into a train ahead. They are worked automatically and are about three-quarters of a mile apart from Philadelphia to New York.

All the way from Philadelphia Killey had been seeing green signals. They had been seeing green signals. They meant to him that the train ahead of him meant to him that the train ahead of him was running at about the same speed as his own train and was keeping just out of harm's way. The railroad people intimate that Killey gained a false confidence from the success of the Chicago train in keeping out of his way and took a chance. He did not get his train under full control. He ran by a green signal a little way out of Metuchen.

If he had been keeping a good lookout ahead, as he says he was, he could see the rear end of train 6 at the Menlo Park station. If he did see that train it did not occur to him that the train was standing still, because he did not try to stop his train. He merely slackened up a little. About two hundred yards back of the station he saw a flagman from 6 waving a red flag. Then, and not until then, as an examination of the track shows, he began to drop sand under his wheels and do his utmost to bring his

express to a full stop.

He was too late. He knew it, and stuck to his cab. The fireman, C. F. Coster, to his cab. The fireman, C. F. Coster, knew it, and jumped, breaking his collar bone and wrenching both shoulders badly. The Philadelphia train smashed into the steel mail car of the Chicago train and ploughed half way through it. Nobody in the mail car was hurt. The mail car bumped into the combination car, the combination car bumped into the three passenbination car bumped into the three passenger coaches ahead, and they bumped into the four big, heavy Pullman cars that were next to the locomotive. There the bumping stopped. The Pullman cars were big and heavy and did not give way. The passenger coach that was next to them crumpled up and was crushed and twisted to pieces.

In the coach was Courtney Silpath, Dodd's Express messenger, who was re-turning to this city from a vacation in Philadelphia. He was in the last seat of the passenger and was crushed to death instantly. Those injured were:

JAMES MCKENNA, 355 Market street, New-ark, leg and abdomen injured; taken home. EDEN BUZZY of Philadelphia; brakeman of train 6; head and shoulder hurt; taken to New Brunswick JOSEPH BROWSKEY, Austin, Pa.; slightly hurt. Mrs. Charles Coner, Peoria, Ill.; slightly

F. Koster, fireman train 78: contusions head and shoulders and collar bone broken. T. R. EDWARDS, Beaver Falls, Pa.: siightly hurt.
Mrs. Clark Fisher, Trenton; leg crushed;
St. Vincent's Hospital, New York
Bridget Flanagan, Providence, R. I;

slightly hurt.
MARY FLANAGAN, Providence, R. I.; slightly hurt.
Mrs. E. T. LOTHROP, Trenton, N. J.; slightly hurt.
Mrs. M. E. McCarter, Brooklyn: slightly

hurt.

Mrs. J. P. Norris, Trenton: badly bruised.
The Rev. P. W. Ryan, St. Agnes's School,
Chicago: badly bruised.
Miss Willett, Trenton: slightly part.
Mrs. T. B. Wrenn, 176 North Stockton
street, Trenton: badly hurt. St. Francis's
Hospital, Jersey City.

After the crash the wounded were carried forward to the Pullman cars of the Chicago train. The fourth of these cars was battered a little at one end, but the others

were in excellent condition. They were turned into hospital cars. Physicians and surgeons came from Metuchen, Rahway and Jersey City.

Engineer Killey climbed out of the wreck quite unhurt. He declared that the signals were not set against him and that he thought he had a clear track. Trainmaster Waite, who came out from Jersey City to take charge of the wrecking. master waite, who came out from Jersey City to take charge of the wrecking operations, said that the signals were working perfectly and had been ever since the accident. He said that the accident was due to the unaccountable recklessness which gets into an engineer at times and leads him to risk his own life and the lives of others in spite of the most safe

NO DIVORCE FROM BRUCE CRANE. Spy Evidence Accusing Him and His Stendaughter Held Insufficient.

Justice Scott yesterday refused to confirm the report of Referee Ike Fromme, in which the latter recommended that Mrs. Jeanne Brainerd Crane have an absolute divorce from her artist husband, Bruce Crane. Justice Scott's refusal was based on the grounds that the evidence, which was mainly that of persons acting as private detectives, was insufficient in law when uncorroborated, for the breaking of a uncorroborated. for the breaking of a marriage. The opinion further said that some of the testimony bore all the earmarks of collusion, and that therefore the report could not be confirmed.

The Cranes were married in 1885. Mrs. Crane left her husband last year. In her suit for divorce she complained of the artist's attention to his stepdaughter, Mrs. Crane's daughter by a former marriage.

What Good to Keep Him in Jail? "Well, if he's out, it seems he won't pay for his wife's support, and if he's in, it's

quite evident that he can't, and I fail to see what good end is served by keeping the man in jail when he is penniless. Thus spoke Justice Bischoff in reserving decision yesterday in the case of Isaac Chernow, whom his wife first had sent to the island for six months for alleged disorderly conduct and then to Ludiow street jail in a suit for separation, coupled with a charge that Chernow was going to run Bottled Health and Vigor

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ach stimulator, a strength builder, a flesh and blood maker. One dozen bottles contain more nutritious elements and strengthening properties than a whole cask of ale or beer without being intoxicating.

Dr. Thomas Hay, of Cape May, N. J., writes:

JOHANN HOFF'S EXTRACT is a valuable product. and in my immediate hands it has done much good service. In one case, I believe, it stopped a man, an editor of a weekly paper, from going rapidly to his grave from wearing of overwork. I have prescribed the JOHANN HOFF'S EXTRACT a great deal in my practice, and always with satisfaction and

Dr. James E. Gray, of Rochester, writes:

"I have used in my practice many hundreds of bottles of Johann Hoff's Extract, and continue to prescribe it, and find, as a tonic and appetizer, there is nothing its equal." Dr. Louis Lewis, of 1733 Arch St., Philadelphia, writes:

'More than 20 years ago, when I was practising medicine in London, used to prescribe JOHANN HOFF'S EXTRACT with much success in cases of wasting of tissue from tuberculosis, mal-nutrition, etc. I have always had good results from its use and have constantly employed it up to now. Insist upon JOHANN HOFF'S EXTRACT and take none of the cheap substitutes offered as "just as good." They have nothing but

their cheapness to recommend them.

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LIPTON TALKS OF NEW BOAT.

LOOKS FOR BIG IMPROVEMENTS IN SHAMROCK III.

America's Cup Challenge Is Due Here Next Wednesday-Feeling of Relief Among Yachtsmen on This Side-Herreshoff Ready to Begin New Defender. Special Cable Despatch to THE SUN.

LONDON, Oct. 8. - The correspondent of THE Sux interviewed Sir Thomas Lipton in London this afternoon in regard to the latest challenge for the America's Cup. Sir Thomas was in a cheerful mood, and, in reply to a number of questions, made the following statement: "We have despatched a challenge for a race for the America's Cup in 1903, in behalf of the Royal Ulster Yacht Club, on the White Star liner Oceanic, which sailed for New York to-

"I have definitely proposed a date and have given some indications of the class of boat I purpose building for Shamrock III., but cannot disclose the details until they have been received by the New York Yacht Club. Until they are accepted nothing will be done, but as soon as the New York Yacht Club gives notice of the acceptance of the challenge we will start to work, both designing and build? ing, although there is little doubt that the designers have got a portion of their plans

"The new boat will be designed by Fife, assisted by Watson, both of whom are the best talent available and are working together with the greatest harmony. As in previous challenges, we will spare no expense. We will do everything possible to attain our ob:

We expect to make great improvements on tions to our opponents, but the new challenger made Shamrock II, shine like gold. The designers would not design a new boat unless they were sure they could improve on the old one. That is all satisfactory.

"It does not pay Fife and Watson to design these boats. They are losing money over my small contributions, but it has become a matter of love for the flag with us all, and that is what is in our hearts. We don't know what Herreshoff is going to do. He is a wonderful man and may beat us; but I don't think

will be built at Denny's yards at Dumbarton. We have built at a different place each time n order to keep our secrets."

Sir Thomas's manner in making the above statements gave the listener the impression that he was in grim earnest, although scarcely as confident as when he issued the last chall

as confident as when he issued the last challenge.

Now that it is known that the challenge from the Royal Ulster Yacht Club for a race for the America's Cup is on its way, yachtsmen generally feel relieved. The Oceanic is due to arrive here next Wednesday. Sir Thomas Lipton advised Commodore Lewis Cass Ledyard by cable that the challenge had been sent and Commodore Ledyard has acknowledged the receipt of the cablegram.

As soon as the challenge is received a special meeting of the club will be called for its consideration. When Sir Thomas challenged in 1888 the challenge was received on Oct 12. It was accepted on Oct 17, a meeting of the club having been held on that date and a committee on Cup challenge appointed. A syndicate was formed soon after for the construction of the Constitution and the contract with the Herreshoffs was signed on Nov. 13.

This year arrangements for the defence of the cup have been talked of for two or three weeks and as soon as the challenge has been accepted the pians that have been talked over will be put into execution. As already has been announced in The Sun, there will be three Cup defenders next year. These will be the Columbia, Constitution and a new boat. The money necessary to build and race the new boat has been promised by members of the club. Herreshoff has made preparations to build the boat and will be ready to start work at once. It has been rumored that ex-Commodore E. D. Morgan, who last year had charge of the Columbia, will head the new syndicate and have charge of the new boat. A few weeks ago Mr. Morgan said he expected to go abroad next summer and would not be able to take an active interest in yachting. Members of the New York Yacht Club are loyal to the sport, though, and it is thought by many that Mr. Morgan has been induced to change his plans. The fact that Mr. Morgan has made visits to Bristel and have charge of the new boat has been in consultation with N. G. Herreshoff rather strengthens the belief. C. Oliver iselin, who is now abroad, has been accepted

Ex-Commodore J Pierpont Morgan is confident that the Columbia is still unbeatable and she will be raced again as a candidate for Cup-defence honors. Capt Lemuel Miller, who last summer sailed the Navahoe in her races on the other side of the Atlantic, and who served as mate under Capt. Barr on the Columbia, will be sailing master of the Columbia next season. Capt. Barr, it is said, is to sail the new boat and Capt. Dennis is talked of for the Constitution. Capt. Dennis has sailed the schooner Elmira for two seasons and is under contract to F. F. Brewster to sail the boat again next year.

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